

LINER CORSICAN'S NARROW ESCAPE

Picks Its Way Through Ice
Fields Which Destroyed
Titanic.

TERRIBLE EXPERIENCE

On All Sides of Ship Were
Great Mountains of
Ice.

[Special to The Times-Dispatch.]
Chicago, April 21.—How the Atlantic liner Corsican, of the Allan Line, which docked at 10 N. E. Monday morning after crashing into an iceberg escaped disaster like that which overwhelmed the Titanic was related by a party of British travelers, who passed through Chicago on the ship. The Corsican encountered the same field of ice bergs on Thursday until two days from port. The captain immediately gave orders for the vessel to slow down, and for three days steaming less than five knots at hour, the Corsican picked its way through the perilous ice, reaching port with all on board safe. "It was a terrible experience," said Henry Pratt, of Liverpool, who was with the party.

"I am an old seaman myself, but never have I seen such an awe-inspiring sight as that which greeted us the morning after we struck the berg. On all sides were enormous mountains of ice gleaming like jewels in the bright sunlight.

"It was on Thursday night we hit the field of ice, and it was toward morning the ship was going slowly at the time, for we knew that danger was near. Immediately the captain gave the order, 'Full speed ahead,' and the ship lurched itself back from the massive formation that lay ahead.

"An examination of the ship showed that no damage had resulted from collision with the berg.

"On Sunday night I noticed this afternoon, came the faint signals telling of the Titanic's peril. No one noticed it much for we had no idea that the ship would rush full tilt through the ice fields. Doubtless we had been receiving messages right along from other craft in the vicinity."

MEMBERS OF BAND TELL THEIR STORY

Fellow Musicians Went to Death
Playing to Prevent
Panic.

[Special to The Times-Dispatch.]
New York, April 21.—The eight musicians who went down in the Titanic and who were playing "Nearer, My God, to Thee" when all the boats had gone, were under the leadership of Bandmaster Hartley, who was transferred from the Mauretania to take up his duties on the biggest steamer on the White Star Line. Under his direction, John S. Carr, trombone, and John Taylor, pianist, Fred Clark, bass viol, George Woodward, cellist, and Messrs. Bailey, Krings and Brokous, who played when the others were on duty.

"On the night which docked here yesterday, were John S. Carr and Louis Crost, cellist and bass viol, and the orchestra on that steamer. When they got shore leave they told something about the men on the Titanic.

"Some were already in bed and some were probably smoking when the ship left the pier," said John S. Carr. "The Titanic was a special lounge and smoking room with the sleeping rooms opening on it. It was so late that they all must have been there when the first shock came. Bandmaster Hartley was a man with the highest sort of a sense of duty. I don't suppose he waited to be sent for, but after finding how dangerous the situation was, he probably called his men together and began playing. I know that he felt that music was a bigger weapon for stopping disorder than anything on earth. He knew the value of the organ he had, and I think he proved his point."

MEMORIAL TO BUTT

President Taft Will Be Principal
Speaker in Exercises at Augusta,
August 21. The memorial service to Major Archibald W. Butt and other victims of the Titanic disaster will be held in Augusta, May 2, when the principal tribute to Major Butt will be delivered by President Taft.

Mayor Barrett has called a meeting at 10 o'clock to-morrow to arrange details of the memorial.

An even more lasting tribute to Major Butt's memory will be in the form of a bronze or marble monument to be erected in Augusta. The monument has a design which is a substantial response as to insure the monument.

CAUSIS DEATH OF FIVE MEN

Explosion of Gas in Kentucky Coal
Company's Mine.

Madisonville, Ky., April 21.—An explosion of gas in the Coal Company's mine at the edge of this city tonight killed five men and probably caused the death of five men, Joseph Hollowell, a mine foreman, and four negroes were the victims. Flames are shooting up from the entry. One of the cages was blown out by the explosion, and it is doubtful whether an effort to rescue the men can be made to-night.

The mine is a new one, about 200 feet below the surface, and only about half a mile long. Only the five men were in the mine, and no hope is entertained that they are alive.

WANTS FACTS MADE KNOWN

Gardner Demands That Roosevelt
Publish Certain Correspondence.

Washington, April 21.—Copies of a telegram from Representative Gardner, of Massachusetts, to Colonel Roosevelt, and the reply of the Colonel's declaration of Mr. Gardner's invitation to joint debate, were given out here today.

Mr. Gardner calls upon both President Taft and Colonel Roosevelt to

REPORT RECEIVED FROM SHIP WHICH IS COMING OCEAN

(Continued From First Page.)

president, respectively, of the White Star Line, left New York for Washington at 2:08 o'clock this afternoon, to appear to-morrow before the Senate investigating committee. They were accompanied by twenty-eight members of the Titanic's officers and crew.

Reigns of Heads of House of Astor

NAME.	Born.	Died.	Age at Succession.	Reign.
John Jacob Astor I.	1765	1848	83	22 years
William Backhouse Astor.	1792	1875	83	27 years
John Jacob Astor III.	1822	1890	68	15 years
William B. Astor II.	1830	1892	62	2 years
John Jacob Astor IV.	1864	1912	28	20 years
William Vincent Astor.	1881		21	

JOHN JACOB ASTOR.



VINCENT ASTOR.

make public certain correspondence between the Colonel and the President, hearing upon the Lorimer investigation, which Mr. Gardner asserts, will entirely disprove the charge that Senator Lorimer had any assistance or support from Mr. Taft. A portion of Mr. Gardner's telegram is as follows:

"You have told the public that President Taft has alienated my respect by his subservience to great interests. I deny it. President Taft has instituted proceedings against all the great offenders. He has made no exception on account of expediency. Can you say as much? I charge you with making exceptions for your favorites, sometimes under the allegation of technicalities, sometimes for reasons unknown."

"I challenge you to produce the suppressed report of your own commissioner of corporations, Herbert Knox Smith, with regard to the Harvester Trust. I assert that this report explicitly shows that the Morgan interests always favored your administration. In the interest of square dealing, I demand that you produce copies of these suppressed papers. If no such papers are in your possession, I demand that the Department of Justice proceed at once to discover them."

"SANDBAG" IS USED BY THE MONEY TRUST

Washington, April 21.—Congressman Carter Glass, of Virginia, and other members of the House Committee on Banking and Currency, which was recently authorized by special resolution of the House to investigate the question of a money trust, and to kill it just as quickly as an effective remedy could be found, have not been having an easy time of it.

The committee has been busily engaged for about six weeks trying to find the lair of the trust and to smite it with a terrific congressional blow. But unforeseen obstacles arose to block the committee's efforts. They got along all right, it is said, so far as the management of the national bank is concerned, and an investigation of the big corporations seemed easy. A real snag was struck when the committee began to pry into the conduct of big private interests, where the trusts really lurk. As long as the investigations were confined to public institutions, little was to be feared in the way of opposition, but the moment the probe began to jab dents into the colossal private interests, right then and there trouble was encountered.

"The committee was 'sandbagged' at the outset," said a man here today (not Mr. Glass, however), who is familiar with all that has been going on before the committee. "I maintain that because of the stubborn opposition existing against the passage of the resolution authorizing the making of such an investigation there had to be a compromise, and the result is that so far the committee has spent practically all the time trying to find out just how far it could proceed."

To-morrow the committee will make known the name of the two attorneys whom it expects to employ to assist in its investigations.

No Help for National Guard.

When Congressman James Hay, of Virginia, was selected by the Democratic caucus to head the Committee on Military Affairs at the beginning of the Sixty-second Congress, there was a feeling in the Old Dominion and elsewhere that the State troops were at last to secure their long overdue recognition, and that something substantial was going to be done for them in the near future. One session of Congress—the extra session—has now passed into history, and another soon will see its end. It is apparent that

LOST EVERYTHING EXCEPT HIS WATCH

(Continued From First Page.)

boat before the women and children had a chance.

Wore Watch and Shoes.

John Skelton Williams, who returned from New York yesterday, said last night that he had been requested by Robert Williams Daniel to state that there is no foundation for the story printed that he had lost \$3,000,000 in securities by the wreck of the Titanic. He lost all his personal belongings, except his father's watch, which he had tied around his neck. When Daniel escaped from the doomed ship he was arrayed in a bath gown, but this garment he lost, so that when taken aboard of the Carpathia he was entirely naked, except that he wore a pair of shoes and his father's watch.

"SANDBAG" IS USED BY THE MONEY TRUST

nothing is going to be done, at least until the "short session," to help the National Guard, if, indeed, assistance is given then.

Mr. Hay, because of his familiarity with the needs of the National Guard, and his interest in the subject generally, stands ready to lend his assistance, but with a House which has more than once placed itself on record as favoring economy, come what will, his hands are tied. Although he is chairman of one of the most important committees in Congress, with a fixed policy of financial retrenchment this year, and a determination to cut and prune wherever the knife can find its way, the National Guard stands a poor show to receive anything but the scantiest support from the hands of Uncle Sam any time soon. Mr. Hay promises to do his best, but no one can do it all. The Pepper and other bills will die a slow death.

State Matters Holding Attention.

The three matters here just now that are of particular interest to members of the Virginia delegation in Congress—the campaign of Harry S. George Tucker and Henry C. Stuart for Governor, the entry of former Governor Andrew J. Montague for Congress to receive the nomination, and the outcome of the Norfolk convention to select delegates to Baltimore—are these three subjects which Virginians will not discuss for publication.

While little private confabs are held around about the Capitol from day to day by members of the House from Virginia and their close sympathizers in the political field, regarding all these subjects, they are all of a confidential nature, and such as the news hunter gets is securely tied with the seal of privacy.

But every one of these subjects is a live issue. Before long it will be "Tucker" against "Stuart" here and there throughout the Old Dominion. The hustings will be sounding with campaign arguments; Montague and Lamb boosters will be among the voters in the Third District, and many a man will be buttonholed when the Norfolk convention is over. All things considered, the Old Dominion is going to be anything but a quiet place—not anything like an old ladies' home by any means a little later on.

MORAL LESSON IN TITANIC TRAGEDY

Richmond Sermons D. J. Largely
With Week's Big
Disaster.

This hundreds that went down with the Titanic did not die in vain. Heart-rending as the catastrophe may seem, when viewed to-day, with hardly more than a week elapsed since the happening, it will be softened by the lapse of time and leave civilization the richer for its example of noble self-sacrifice, chivalry and valor. Through the death of the unfortunates on the Titanic, countless thousands will be spared the days to come by precautions which will be thrown about ocean travel in the future. Finally, the calamity has laid bare man's frailty in the presence of the elements, and has demonstrated again his utter dependence upon the living God.

These were the thoughts that ran through many a sermon in yesterday's church services. Congregations in the humble parlors of the industrial districts to the stately cathedrals of the West End, listened in a common bond of human sympathy to priest and pastor as they rehearsed the great tragedy and drew from it its lesson for the world. In every age and hamlet in the United States where preachers made it the subject of their principal sermons, and Richmond was no exception.

Optimistic Note General.

While most of the preachers yesterday had something to say about the carelessness which brought about the catastrophe, few of them had recourse to censure or blame. For the most part they looked upon it as the penalty of recklessness and greed, traceable to modern conditions rather than to particular men. In all the sermons there was present a note of optimism. Progress comes always through tribulation and suffering, they said in effect, and individuals must die in order that the race may live.

Among those who dealt with the sinking of the Titanic in their sermons were Rev. D. Clay Lilly, of the Grace Street Presbyterian Church; Rev. George E. Green, of the Highland Park Methodist Church; Rev. W. B. Hurrell, of the Fairmont Baptist Church; Rev. John H. Eager, of the Grace Street Baptist Church; Rev. O. Guthrie, of St. John's Evangelical Lutheran Church; and Rev. W. J. Young, of the Centenary Methodist Church.

Not to Be Charged to Providence.

Dr. Young, at the Centenary Methodist, while declaring it to be his belief that modern thinking has not stolen from the world its faith in a personal and almighty Father, who controls all things on land and on sea, said that it is wrong to lay the blame for the Titanic disaster at the doors of a "strange Providence." Man has mastered great natural forces, subdued the sea, conquered the air and summoned the winds, and the wonderful wireless, said the preacher, and when troubles come is prone to forget his own share in causing them.

"Do not forget how many of our troubles, how many of what we call 'strange Providence' are directly traceable to our forgetfulness of these commandments of God, or, still worse, to our willful violations of them," said Dr. Young. "The investigation into this awful calamity has proceeded far enough for us to know that the accident was entirely avoidable."

Criminal Claim for Speed.

"We may not yet locate blame, indeed, I do not desire to do so, but we may say that, whatever individual may be primarily at fault, we must all admit that he was in a sense a creature of his time. The day are leading us all to clamor for speed, and which have back of them the mad rush to get rich. This same spirit is giving us often dangerous limited express trains, adulterated foods, unhealthy foodstuffs, imprudently prepared medicines, and a host of other things of laws made for human safety and betterment. All of it might well be designated 'flying in the face of Providence.'"

"Many of these commandments of God are discovered, or, when discovered, are fully appreciated through the misfortunes of the fellows of others."

"Every lighthouse speaks eloquently of some shipwreck. This method of discovery, this teaching by example, is itself a law of God. The hundreds whose bodies lie 2,000 fathoms below the surface of the sea, who did not die in vain. Moved by their deaths, the fellow nations will see to it that ships are sufficient lifeboats; that they take a route beyond all possible contact with icebergs; and that the craving for speed and for luxury shall not interfere with safety."

The World Is Richer.

"The world is surely richer for the nobility of character and the heroism of all classes on the Titanic—bellies and stoker and captain, millionaire and pauper, philanthropist and worldling. Did not many of them live more in their lives before than in most of their lives after? And have we not written in clearest outline, but everywhere, even under conditions the most favorable, the life of a multi-millionaire, the great lessons of sacrifice, of heroism, of self-denial and service? And again some one has to die for the people in order that the people may live."

"It seems to be an ordained plan of God to utilize experiences of this sort to turn men's minds to Him, to teach them the holiest lessons, and their dependence on Him. If we were made for God, if we are here to glorify Him by every form of service to His kingdom and to His children, then, that we may reach the goal and meaning of our existence, we need not so much cannot be required for the attainment of this end."

"We are told that the band, which but a short while before had been playing the gayest of music, as the ship sank beneath the waves sounded the hymns of the 'Swearer,' 'My God, to Thee' and 'Guide Me, O Thou Great Jehovah.' So often does it happen to us that, in the midst of our thoughtlessness in our money-making and pleasure-seeking, the rolling waves of woe lead us to cry out for 'If perchance you have been thinking of the sudden cutting down of lives useful and dear to others, of the breaking asunder of sacred ties, even of men and women so recently joined in wedlock, I would remind you of the immortal, endless life where they are reunited. I would remind you of how prone we are to forget that this life, with all its cares and all its joys, is only a very small fragment of life. Eternity will furnish every opportunity to set things right.'"

ISMAY TELLS PART HE PLAYED IN TITANIC DISASTER

(Continued From First Page.)

The doctor dined with me in the restaurant at 7:30, and I went directly to my stateroom and went to bed at about 10:30. I was asleep when the collision occurred. I felt a jar, went out into the passageway without dressing, met a steward, asked him what was the matter, and he said he did not know. I returned to my room. I felt the ship slow down. I put on an overcoat over my pajamas and went up on the bridge deck and on this bridge. I asked Captain Smith, that was the master, and he said we had struck ice. I asked whether he thought it serious, and he said he did. On returning to my room I met the chief engineer and asked him whether he thought the damage serious, and he said he thought it was.

"If then returned to my room and put on a suit of clothes. I had been in my overcoat and pajamas up to this time. I then went back to the bridge deck and heard Captain Smith give the order to clear the boats. I helped in this work for nearly two hours, as far as I can judge. I worked at the starboard side, helping women and children into the boats and lowering them over the side. I did nothing with regard to the boats on the port side. By the time we were away from the iceberg the starboard side had been lowered away, and I found that they were engaged in getting out the forward collapsible boat on the starboard side. I assisted at this work, and all the women on this deck were helped into the boat.

Boat Had Room for More.

"They were all, I think, third-class passengers. As the boat was going over the side, Mr. Carter, a passenger and myself got in. At that time there was not a woman on the boat deck nor a passenger of any class, so far as we could see or hear. The boat had between thirty-five and forty in it. I should think, most of them women. There were perhaps four or five men and it was afterwards discovered that there were four Chinamen concealed under the thwarting in the bottom of the boat. The distance that the boat had to be lowered into the water was about twenty feet. Mr. Carter and I did not get into the boat until after they had lowered it to lower it away. When the boat touched the water, it helped me, I pushing the car from me as I said. This is the explanation of the fact that my back was to the sinking ship. The boat would have accommodated additionally six or more passengers in addition to those who got in on the last deck to go. These facts can be substantiated by Mr. W. E. Carter, of Philadelphia, who got in at the time that I did and was rowing the boat with me. I hope I need not say that neither Mr. Carter nor myself would for one moment have thought of getting into the boat if there had been any women there to go in it, nor should I have done so if I had thought that by remaining on the ship I could have seen of the slightest further assistance."

"It is impossible for me to answer every false statement, rumor or invention that has appeared in the newspapers. I am prepared to answer any questions that may be asked by any committee of the Senate, or any other responsible body, and I am therefore making no further statement of this kind, except to explain the messages that I sent from the Carpathia. These messages have been completely misinterpreted. An inference has been drawn from them that I was anxious to avoid the Senate committee's inquiry, which it was intended to hold in New York. As a matter of fact, when dispatching these messages I had got the slightest idea that an inquiry was contemplated, and I had no information regarding it until the arrival of the Carpathia at the Cunard dock in New York on Thursday night. When I was informed by Senators Smith and Newlands of the appointment of a special committee to hold the inquiry, the only purpose I had in sending these messages was to express my desire to have the crew returned to their homes in England for their own benefit at the earliest possible moment, and it is a gross misstatement to say that I was anxious to return to my family, but left the

great capital and bonded indebtedness of \$2,895,595,318 (including the Steel Corporation's \$1,614,355,467). In street railways, steamships, express, telegraph and terminal companies having aggregate capital and bonded indebtedness of \$1,271,778,590. Of the individual officers or directors, George E. Baker holds the greatest number of memberships in other boards of directors. Mr. Baker is a director in industrial corporations with combined capital of \$2,000,000,000, and in express companies, with capital of more than \$4,000,000,000, and banks with capitals of more than \$1,000,000,000. Each of the other directors is also in industrial corporations with combined capital of more than \$1,000,000,000. J. Pierpont Morgan, J. P. Morgan, J. William E. Corey, H. C. Frick, W. H. Moore, George W. Perkins, Norman B. Reed, Daniel G. Reid, P. A. B. Widener, Percival Roberts, Jr., and E. C. Converse are prominent in the names upon the tabulations prepared for the committee, showing their representation in other corporations.

PASSENGERS ROBBED ON PULLMAN SLEEPER

Chicago, Ill., April 21.—Nine persons were robbed of money or valuables or both by three masked hold-up men, who went through the sleeper Nottingham of the Rock Island westbound Golden State Limited a few minutes after midnight this morning at Sheffield, Ill., forty miles east of Moline.

After the robbers had finished their work they shot holes in the air signal tube connected with the engine, thus bringing the train to a standstill, and quickly made their escape.

Under cover of three revolvers, the porter was forced to point out to the outlaws the berths that were occupied. As soon as the robbers entered the Pullman they forced the porter to lock the doors. Only the occupants of one Pullman were disturbed.

Passengers Robbed.

Those who were robbed are: W. L. Lelland, N.W. York, 45 and railroad tickets; Mary Hermon, Chicago, 498; O. T. Benton, Oberlin, Kan., sold

watch and diamond, valued at \$150, and \$200 in cash.

D. A. McFulter, and wife, Fort Wayne, Ind., \$95 and two watches valued at \$50.

J. B. Conrad, Phoenix, Ariz., \$55. The presence on the train of the three robbers has not been accounted for. It is thought perhaps the robbers boarded the limited at Chicago, and crossed the Chicago, Burlington and Quincy Railroad, near which a Burlington train was held up some time ago.

After the desperadoes had taken their loot they commanded the porter to pull the air tube as a signal for the engineers to stop the train. When the porter demurred, the men punctured the tube with bullets from their pistols. The firing of the revolvers was the only noise connected with the hold-up.

It was stated at the general offices of the Rock Island here today that a good description of the outlaws was obtained, and it was further said there were hopes of running them down.

You Cannot Avoid Buying a Victrola

If you are a lover of good music and will stop to realize what the presence of this great musical invention in your home will mean in supplying a medium of entertainment and pleasure. The cost is trivial compared with the satisfaction and enjoyment it brings.

We are better equipped than ever to supply you

The Corley Company
Successors Cable Piano Co.

Mon. 728. 213 E. Broad.

OCEAN STEAMERS ARE IN COLLISION

(Continued From First Page.)

loomed up immediately in front of him he ordered port and the wheel. This was too late, and the vessels came together with a crash.

Bulkheads Save Vessel.
The El Sud has about twenty-five feet of water in her forward hold, but the officers say her forward bulkheads have held water tight. The bulkheads saved the vessel. The collision occurred in nine fathoms of water, the El Sud at that time drawing eighteen feet of water forward and twenty-three feet aft. As he came to the dock she was drawing twenty-seven feet of water forward and eighteen aft.

No estimate can be made at this time of the exact amount of damage to the El Sud.
The work of unloading her is going forward to-night, and as soon as she is empty the damage can be determined.

The refusal Saturday of the Mallory Steamship Line offices to divulge the nature of wireless messages exchanged between a port station and the incoming Mallory liner Denver, seven days out from New York with twenty-one cabin passengers, regarding the reported collision between the Denver and the outgoing Morgan liner El Sud, gave rise to excited apprehension throughout many a shore wharf, with the coming of the morning was partly dispelled. Following so closely upon the great Titanic disaster, and not without grounds for fear, the report excited unusual concern, more so in distant points, where the facts were exaggerated than at Savannah.

ENGINEER IS KILLED
Passenger Train Runs Into Weak
Trestle, and Is Wrecked.

Fitzgerald, Ga., April 21.—Engineer A. T. Buckalow was killed and a negro fireman suffered a broken leg when an Atlanta, Birmingham and Atlantic passenger train ran into a weak trestle near Hanson, seventeen miles from here at 9:10 o'clock this morning. Engineer Buckalow was one of the oldest employees of the road. No passengers were hurt.

TORNADO SWEEPS OVER TWO STATES

Chicago, April 21.—Seventeen persons are believed to have been killed in a series of tornadoes which swept across parts of Illinois and Indiana just before daylight today.

Twelve deaths have been confirmed and five are reported on information which appears reliable. A hundred other persons were injured, at least eight of them so severely they may die. Damage to property will amount to thousands of dollars.

The storm swept through the northern part of Mississippi, Ill., seriously injuring five persons. Ten houses were demolished at Murphysboro, and the Illinois Central Station at Kinney, was carried three hundred feet.

Waukegan, a village near Coal City, was reported demolished, but the tornado destroyed telephone communication, making it impossible to learn the seriousness of the damage done there. Houses, sheds and farm buildings near Coal City were demolished, windmills blown down and many head of cattle are reported dead.

At Allen, near Coal City, telephone and telegraph wires were laid to the ground for a mile at a stretch in several places.

Near Dwight a schoolhouse and many farm buildings were destroyed.

The Chicago, Indiana and Southern Railway Station at Redick was blown across the tracks. Every farm building on the property of a man named Patchett there was destroyed, and the family escaped injury by clinging to trees in the yard.

Many other buildings were destroyed at Redick and nearby, and several persons were injured, none seriously.

Twenty houses in Morris, Ill., and near Morocco, Ind., and forty habitations in Newton county were destroyed.

As near as can be judged here the tornado started in Iroquois county, Illinois, and swept eastward. Stock was killed when farm buildings went down.

Morocco is only five miles north of Hazelton, George Ade's country home. It has not been learned whether his property was damaged or not.

Every doctor in Morocco and adjoining territory was called out, and temporary hospitals have been set up in several localities.

Communication between Kentland and the outside world is obtainable only by a circuitous route to the eastward.

Children Cry
FOR FLETCHER'S
CASTORIA